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1. The locomotive plant (Paravozno Stroitelnyy Zavod No 75) in Krasnoyarsk ($56^{\circ}32'N/92^{\circ}52'E$) was in the southeast section of the town. The plant covered an area of 2×1 km. There were two spur tracks leading to the Zlobino railroad station and to the town of Krasnoyarsk. The plant was also connected with Krasnoyarsk by a highway which was repaired and expanded in 1949.
2. The plant produced express train locomotives with attached tenders. The locomotives, which had six axles, were 10 to 12 meters long and had a gross weight of 85 tons. Some of the locomotives were streamlined and allegedly had a maximum speed of 100 to 120 km per hour. * In 1948, the monthly production was 12 to 14 locomotives. In the fall of 1940, after 3,000 Japanese PWs had been discharged, the monthly production dropped to five locomotives. By October 1949, the monthly production was seven or eight locomotives although the quota was set at 10 locomotives. The plant also produced cranes with a carrying capacity of 20 to 120 tons. In 1949, five to eight cranes were produced monthly. Late in 1949, a 250-ton crane installation was under construction and allegedly was scheduled to be exported to Poland. The crane tracks were also produced in the plant.
3. Incoming shipments of raw materials and semi-finished products consisted of ingots of about 250 kg black plates (Schwarzbleche) and tinned sheet iron, copper and aluminum plates, bronze bars, coal and oil. Electric motors for cranes and measuring instruments for locomotives were supplied from the outside and stored in the depot. The remaining component parts were produced in the plant itself. The foundry was equipped with two masut-fired open-hearth furnaces each having a capacity of about 30 tons per shift. The furnaces were alternately in operation. Work in the foundry was done in three shifts. Wheels, buffer plates, couplings and other locomotive parts were cast. The wheels were processed on vertical boring and turning mills in the machine shop, Department No 7. The locomotive frames were built in the rough processing shop, Department No 8. Locomotive boilers were produced in the boiler forge, seamless steam heating pipes for locomotive boiler installations in the tube drawing mill (Rohrzieherei) and bushings were lined with bronze in Department No 5. Further component parts and semi-finished products were manufactured in the rolling mill, which is allegedly equipped with 3 to 4 rolling trains and 4 hack saws.

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4. The plant had its own power station which supplied the various shops, partly by underground cable and partly by overhead cables supported on wooden towers. There was no high tension transmission line to the plant. Power failures were rare. According to one source there was an additional boilerhouse, next to the power station, which had a modern blower for coal dust heating and supplied steam to the two turbines of the power station and to the individual workshops of the plant. The machine shop, Department No 7, allegedly had its own power unit.
5. Late in 1949, the number of employees was about 10,000 of whom about 40 percent were women. Work was done in three 8-hour shifts. Almost all Russian workers were convicts or exiles. About 3,000 Japanese PWs were employed in the plant until the fall of 1948. There were still about 200 German PWs or civilian internees as of October 1949. The plant was fenced-in and guarded by a strong plant militia. Identification papers were checked at the plant gates. **

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[] Comment. The 85-ton weight indicated [] refers to the traction weight (Reibungsgewicht) of the locomotive. The maximum speed of 100 to 120 km per hour [] is believed to be exaggerated as the locomotive type constructed in the plant is the S0k type, which is a freight train locomotive. 25X1

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[] Comment. This information confirms a previous report in all essential points. [] The existence of a rolling mill and of a tube drawing mill for the production of seamless steam heating tubes is also confirmed. [] the rolling trains might be plate bending machines for the construction of locomotive boilers. In addition to the production of express train locomotives, [] the production of separate tenders, 4 to 6 meters long, with a capacity of 50 tons. Apart from these items and the cranes produced, no other production, such as freight cars and repairs, has been reported. 25X1

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